

Nebel Street Extended -- No. 500401

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	758	406	0	352	0	173	179	0	0	0	0
Land	7,487	1,670	3,673	2,144	1,078	1,066	0	0	0	0	0
Site Improvements and Utilities	94	92	0	2	0	0	2	0	0	0	0
Construction	5,590	0	0	5,590	0	2,512	3,078	0	0	0	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	13,931	2,170	3,673	8,088	1,078	3,751	3,259	0	0	0	0

FUNDING SCHEDULE (\$000)

Development Approval Payment	242	242	0	0	0	0	0	0	0	0	0
G.O. Bonds	12,047	286	3,673	8,088	1,078	3,751	3,259	0	0	0	0
PAYGO	1,642	1,642	0	0	0	0	0	0	0	0	0
Total	13,931	2,170	3,673	8,088	1,078	3,751	3,259	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				15	0	0	0	5	5	5
Energy				15	0	0	0	5	5	5
Net Impact				30	0	0	0	10	10	10

DESCRIPTION

This project is to provide a 1,300 foot extension of Nebel Street from its existing terminus at Randolph Road to a terminus at the Target store site. The proposed roadway improvements include: a 4-lane closed section roadway with a typical cross section that includes four 12-foot travel lanes; a 5-foot concrete sidewalk adjacent to a 7-foot tree panel along the west side of the road; an 8-foot asphalt bike path adjacent to a 7-foot wide tree panel along the east side of the road, streetlighting and landscape trees provided on both sides of the roadway; improvements at the intersection of Nebel Street and Randolph Road; and modification of the existing traffic signal at the intersection of Chapman and Bou Avenues.

COST CHANGE

Increases in land costs, construction costs, and construction management costs due to the delays associated with the property acquisition.

JUSTIFICATION

This project is needed to relieve traffic congestion along MD 355 between the White Flint Mall and Twinbrook Parkway area. In addition, Nebel Street Extended would be a component of a local circulation network parallel to Rockville Pike that is essential to the overall transportation goals of the region. The project offers redundancy for shorter, more focused trips and facilitates pedestrian movements. Nebel Street Extended will link the employment areas adjacent to the Metro Stations at White Flint and Twinbrook and provide access to the proposed MARC station at Montrose Crossing. The sidewalk and bike path provide a foundation for a safe, convenient and well-connected system for pedestrians and bicyclists, as outlined in the Master Plan. This road is classified as business road B-5 in the North Bethesda/Garrett Park Master Plan. A project prospectus was completed and funded under the Facility Planning: Transportation project.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive.

The developer completed design and construction of the project from the intersection of Bou Avenue and Chapman Avenue to the south end of the developer's property.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td><td>FY04</td><td>(\$000)</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY05</td><td>11,252</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>12,011</td></tr> <tr> <td>Appropriation Request</td><td>FY09</td><td>1,920</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY10</td><td>0</td></tr> <tr> <td>Supplemental Appropriation Request</td><td></td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>12,011</td></tr> <tr> <td>Expenditures / Encumbrances</td><td></td><td>2,412</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>9,599</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY06</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY07</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY04	(\$000)	First Cost Estimate			Current Scope	FY05	11,252	Last FY's Cost Estimate		12,011	Appropriation Request	FY09	1,920	Appropriation Request Est.	FY10	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		12,011	Expenditures / Encumbrances		2,412	Unencumbered Balance		9,599	Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0	<p>Facility Planning: Transportation Maryland-National Capital Park and Planning Commission Maryland State Highway Administration-Randolph Road Relocated Project Washington Metropolitan Area Transit Authority PEPCO Department of Permitting Services Verizon Washington Suburban Sanitary Commission CSXT Developers City of Rockville Maryland Transit Administration (MARC Train)</p>	<p style="text-align: center; font-size: 1.2em;">See Map on Next Page</p>
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